CALIFORNIA STATE LANDS COMMISSION
MARINE FACILITIES DIVISION
NORTHERN CALIFORNIA FIELD OFFICE

CUSTOMER SERVICE MEETING SUMMARY

Wednesday
NOVEMBER 7, 2001

The meeting was hosted by Mr. Ken Leverich, Supervisor NCFO. There were seven speakers whose presentations are summarized below:

Lieutenant Commander Caplis of the U.S. Coast Guard (USCG) Marine Safety Office, San Francisco Bay gave an update to additional measures taken by the USCG to enhance port security in the San Francisco Bay area. LCDR Caplis spoke about the Sea Marshal Program instituted by the USCG and elaborated on USCG / California State Lands Commission (CSLC) cooperative efforts in enforcing security and safe working practices at marine facilities.

Mr. David Gray of Glosten Associates presented the assumptions and methods used to prepare the selection matrix for escort tugs that is incorporated into California statute for the Ports of San Francisco and Los Angeles / Long Beach. The default matrix for both ports is based on a demand / capability analysis. The demand is a function of: port geometry; operational practices, including transit speeds, tethering, failure modes, failure recognition times; emergency maneuver (stopping and/or turning of the disabled vessel); and ship size. The capability is defined as the total bollard pull of the escorting tug or tugs. An escort is acceptable if the capability exceeds the demand. Assumptions and rationale used in the calculation of demand and bollard capability were addressed. The differences in the demand function as well as bollard pull capability for the two port complexes were described. Additionally, there are alternative compliance measures available for these ports.

Dr. Marc Chaderjian, CSLC, has constructed a system for classifying the causes of oil spill incidents and Class 3 (near miss) violations. The system identifies both active failures and latent conditions that contribute to adverse events. Lessons learned and summary statistics will appear in a quarterly newsletter to be distributed by snail mail and through the CSLC website beginning January 2002.

Mr. Martin Eskijian, CSLC, gave an update to the proposed Marine Oil Terminal Engineering and Maintenance Standards (MOTEMS). The draft is about 95% complete and should be available for public comment by the second quarter of 2002. The standards include provisions for both new and existing marine oil terminals including underwater inspection, structural analysis, seismic design criteria, mooring and berthing, geo-technical considerations, fire detection/suppression, piping, and mechanical & electrical systems.

Mr. Mike Edwards, CSLC, summarized, and emphasized, the importance of the Pipeline Preventative Maintenance Program (PMP) as defined in CSLC regulations. The presentation contained a brief refresher course in marine terminal operator responsibilities regarding PMPs as well as an outline of steps to take to achieve compliance with the regulations.

Mr. Scott W. Fenical of Pacific International Engineering spoke about the results of a vessel hydrodynamics study that was completed for the Port of Oakland, the San Francisco Bar Pilots and the U. S. Army Corps of Engineers San Francisco District. The study included numerical modeling and analyses of vessel hydrodynamics in the waterway, passing vessel-berthed vessel interaction, and berthed vessel motion/structural impacts.

Mr. John Joynt of Applied Microsystems described the development of a fluorescence based, in-situ sensor system for real time monitoring and detection of petroleum and hydrocarbon contaminants in the marine environment. The system can be deployed in higher-risk petroleum spill areas such as bunkering and fueling sites. According to Mr. Joynt, the present visual spill notification and surveillance techniques now in use by some companies have proven faulty and unreliable during darkness or bad weather. He says that his Spill Sentry system is operable 24 hours-a-day, 7 days-a -week. Mr. Joynt says his system contains proven technology that provides terminals with reliable fuel transfer surveillance. He goes on to say that the system has been validated by the US Environmental Security Technology Certification Program as well as the Navy Pollution Abatement Ashore Technology Demonstration/Validation Program. Mr. Joynt says the system has proven that it will reduce spill volumes by calling the first response team on the telephone and notifying them of the spill location within minutes of the start of a spill. A reduction in spill volume yields benefits to the environment and commerce.

We are pleased to announce that about 125 people attended this Customer Service Meeting.

The intent of these Meetings is to provide attendees an opportunity to network and exchange information as well as hear presentations on a variety of marine related subjects. We hope that our Customer Service Meetings will raise awareness of the many initiatives being taken to promote marine transportation safety and environmental protection.

Our thanks to Mr. Ray Nelson and Equilon for providing the meeting site and refreshments.